





## Auctions.

## PUBLIC AUCTION

## VALUABLE HOUSEHOLD FURNITURE, PIANO, &amp;c.

The Underigned has received instructions to Sell by Public Auction, on **THURSDAY**, the 7th March, 1895, commencing at 2.30 p.m., at No. 3, Seymour Terrace, the Residence of the Hon. E. J. Akeroyd, the whole of the

## VALUABLE HOUSEHOLD FURNITURE

comprising:—  
English-made Drawing-room Suite, upholstered in Blue Tapestry, English-made Overmantel, Black and Gold; Parlor Chairs, Occasional Tables, Pictures, Ornaments, Canton Blackwood Tables and Stools, Brass Fenders, Brazen Carvers, Rugs, Curtains, &c., &c.  
Cottage Piano in Black and Gold, by Chappell & Co., especially selected for this climate. Extra fastened, and in fine condition. Teak Sideboard and Extension Dining Table and Chairs, Dinner Wagon, Dinner and Dessert Services, Electro-Plate and Glass Ware, Cutlery, Bookcases, Teak Overmantel, Parlor Pictures, &c., &c.  
Iron and Brass Mounted Bedsteads, with Patent Spring and Hair Mattresses, &c., &c., and Single Wardrobes with Glass Doors, Marble-top Washstands and Dressing Table, Writing Table, Morocco-covered Chairs, Two Tilted Ottoman Stools, &c., &c.  
Ladies' Iron Outing Chair, Plants, &c., &c.

Catalogues will be issued previous to the Sale. On View from Wednesday, the 6th March, at 2.30 p.m.

Terms of Sale.—As customary.

GEO. P. LAMBERT, Auctioneer.

Hongkong, March 5, 1895. 460

## PUBLIC AUCTION

## VALUABLE HOUSEHOLD FURNITURE, PIANOS, &amp;c.

The Underigned has received instructions to Sell by Public Auction, on **SATURDAY**, the 9th March, 1895, commencing at 2.30 p.m., at his Sales Rooms, Duddell Street,—

## A LARGE QUANTITY OF VALUABLE HOUSEHOLD FURNITURE

comprising:—

Handsome Drawing Room Suite, Saddlery and Fancy Chairs, Canton Blackwood Marble-top Tea-Pots and Stools, Large Blackwood Curio Stand, Cabinet, Card Tables, Marble-top and Ebony Tables, Oil Paintings, Water-Colours, Engravings, Ornaments, Carvings, Clocks, Brass Fenders, Iron Fenders, Carpets, Rugs, Curtains, &c., &c.

One Cottage Piano by Chappell and Co. (Nearly New), in fine condition.

One Cottage Piano by Collard and Collard, in good condition.

One Very Handsome Teak Carved Sideboard with Bevelled Glasses, Silver-plated Shakers, Sideboards, and Dinner Wagons.

Two Extension Dining Tables and Chairs, Bookcases, Dining and Dessert Services, Electro-Plate and Glass Ware, Cutlery, Lamps, Centre Stairs, Parlor Pictures, &c., &c.

Single and Double Iron Bedsteads with Wire and Hair Mattresses, Bedding, Marble-top Washstands and Dressing Tables, Bureau Dressing Tables, Parlor Rattan Chairs, Children's Cots, Perambulators and Sydney Bed-Room Furniture.

Very Handsome Single and Double Wardrobes with Bevelled and Plain Glass Doors, Linen Wardrobes, Iron Cooking Stoves and Cooking Utensils.

Several Shanghai Bays and Bath-Room Requisites.

Several New Japanese Bookcases, &c., &c.

Catalogues will be issued prior to Sale. On View from Friday, the 8th March.

Terms of Sale.—As customary.

GEO. P. LAMBERT, Auctioneer.

Hongkong, March 5, 1895. 461

## IMPORTANT SALE

In the Matter of the Estate of ROBERT FRASER-SMITH, Deceased.

MR. J. M. ARMSTRONG has received instructions from C. F. A. SANDERSON, Esq., Official Administrator to offer for Sale by Public Auction, on

## THURSDAY

the 28th day of March 1895, at 3 o'clock in the afternoon, at the Auction Rooms, No. 49, Queen's Road Central, the whole of the

## PLANT, OFFICE FURNITURE, STOCK-IN-TRADE AND GOODWILL

OF THE

## 'HONGKONG TELEGRAPH.'

For further Particulars and Conditions of Sale, apply to

C. EWENS, Solicitor,

or to

J. M. ARMSTRONG, Auctioneer,

Hongkong, March 4, 1895. 441

## TO LET

DWELLING HOUSES.—

'HIGHERS' in MAGAZINE GAP, 'DES VEXU VILLAS' at THE PARK.

'DUNDEEV' on Robinson Road, (partly furnished).

'BAVENSILL' West, on Robinson Road.

FLOORS in Blue Buildings.

FLOORS in Blue Buildings, Pearl Street and Johnston Street.

FLOORS in No. 5, SHELLEY STREET.

GODOWNS—

Blue Buildings, No. 7, PRIMA CENTRAL.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.

Hongkong, March 4, 1895. 219

## Entertainment.

## HONGKONG AMATEUR DRAMATIC CLUB.

By SPECIAL REQUEST, there will be ONE MORE PERFORMANCE of

## 'ROBINSON CRUSOE,'

ON

## SATURDAY,

the 9th March, 1895, at 9 p.m.

Under the Patronage of Commodore BOYES, R.N., and the OFFICERS of Her Majesty's Fleet.

Box Office opens at Messrs. LANE, CRAVFOOD & Co. on Thursday, the 7th March, at 10 a.m.

Hongkong, March 4, 1895. 448

## To Let.

## TO LET.

(From 18th April next).

A WELL-FURNISHED DETACHED RESIDENCE desirably situated on MOUNT GOUGH SPUR, Magazine Gap, 1,000 feet above sea level. 6 Rooms, enclosed Verandah, Tennis Court, &c. Commands extensive Views over the Harbour to the North and the China Sea to the South. Will be Let Unfurnished if desired. Apply in the first instance by Letter addressed

'F. G.,'

China Mail Office.

Hongkong, February 28, 1895. 417

## TO LET.

No. 2, PRINCE STREET, next to the GENERAL POST OFFICE.

Apply to

G. C. ANDERSON.

Hongkong, December 7, 1894. 1888

## Notices to Consignees.

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE S.S. Catherine Ahear having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after the 7th instant, at Noon, will be landed at Consignees' risk and expense into the Godowns of the WANCHAI WAREHOUSE and STORAGE CO., Ltd., Wanchai.

Consignees of Cargo from SINGAPORE and PENANG are requested to take immediate delivery of their Goods from alongside; such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by

DAVID SASSOON, SONS & Co., Agents.

Hongkong, March 5, 1895. 457

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's S.S. Kutang having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon on SATURDAY, 2nd March, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., General Managers.

Hongkong, February 28, 1895. 414

## To-day's Advertisements.

## VICTORIA RECREATION CLUB.

A MEETING of MEMBERS will be held in the GYMNASIUM, on FRIDAY, the 8th instant, at 5 p.m., to consider the Bathing arrangements for the ensuing year.

E. D. SANDERS, Hon. Secretary.

Hongkong, March 6, 1895. 467

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

The Co.'s Steamship *Hailong*, Captain ROACH, will be despatched for the above Port on SATURDAY, the 9th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LARRAIK & Co., General Managers.

Hongkong, March 6, 1895. 476

## MOGUL LINE OF STEAMERS.

FOR KOBE AND YOKOHAMA.

The Steamship *Harcoek*, Commander, will be despatched for the above Ports at Noon, on MONDAY, the 11th instant.

For Freight or Passage, apply to

DODWELL, CARLILL & Co., Agents.

Hongkong, March 6, 1895. 470

## FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship *Catherine Ahear*, Capt. J. G. O'NEILL, will be despatched for the above Ports on TUESDAY, the 12th inst., at 8 p.m.

For Freight or Passage, apply to

DAVID SASSOON, SONS & Co., Agents.

Hongkong, March 6, 1895. 469

## SHIRE LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship *Montevideo*, Captain EVANS, will be despatched for the above Port on TUESDAY, the 12th instant, instead of as previously advertised.

For Freight or Passage, apply to

DODWELL, CARLILL & Co., Agents.

Hongkong, March 6, 1895. 399

## To-day's Advertisements.

## ARMY CONTRACTS, 1895-96.

THE Date up to which TENDERS will be Received for the SUPPLY of PROVISIONS, COAL, WOOD, &c., and the PURCHASE of EMPTY HOGHEADS

is extended from Noon on FRIDAY, the 8th to Noon on FRIDAY, the 15th March, 1895.

Forms of Tender and any further information required can be obtained on application at HEADQUARTERS OFFICE, B. Commissariat Buildings.

Hongkong, March 6, 1895. 472

## THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

SHAREHOLDERS are hereby informed that at a General Meeting held in London, a FINAL DIVIDEND of 3% was declared on the Company's Preference Shares for the Six Months ending 31st December last.

A DIVIDEND of 5% per Annum was also declared on the Company's Ordinary Shares.

THE DIVIDEND WARRANTS will be Ready on the 12th March.

The Transfer BOOKS of the Company are CLOSED from this date till the 12th March, inclusive.

HOLLIDAY, WISE & Co., Agents.

Hongkong, March 6, 1895. 475

## VICTORIA RECREATION CLUB.

ATHLETIC SPORTS.

IT is proposed to hold an ATHLETIC MEETING on SATURDAY, 9th April, under A. A. Rules (subject to sufficient Entries being received).

EVENTS.

1.—120 yards Flat Race (Handicap).

2.—Long Jump.

3.—220 yards Flat Race (Handicap).

4.—120 yards Hurdle Race, 10 Hurdles.

5.—High Jump.

6.—100 yards Flat Race.

7.—Throwing the Cricket Ball.

8.—One Mile Flat Race.

9.—120 yards Veteran's Race (Handicap).

10.—440 yards Flat Race.

11.—International Tug-of-War.

12.—Fencing the Shot.

13.—Consultation Race.

14.—Bicycle Race, Open to all comers.

15.—Half Mile Flat Race (Handicap), open to Soldiers, Sailors and Police.

16.—220 Yards, Open to Soldiers, Sailors and Police.

17.—Tug-of-War—8 men a side—open to Non-Commissioned Officers and Men of the Army, Navy and Police. Each Ship, Regiment or Corps may enter one team only.

Events 1—15 open to all Gentlemen Amateurs who are Members or Visitors of the Hongkong Club, Club Germania, Lusitano, City, Cricket or Victoria Recreation Clubs.

Entrance Fee, 8s for each event (1—15). General Entry, 8s.

ENTRIES CLOSE on THURSDAY, 28th March.

Entrance Forms obtainable at the above mentioned Clubs.

E. D. SANDERS, Hon. Secretary.

Hongkong, March 6, 1895. 474

## MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP *MACDUFF*, FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG and KOWLOON WAREHOUSE and GODOWN CO., at Kowloon, whence and/or from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to suit.

All Claims against the Steamer must be presented to the Underwriter on or before the 12th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 5 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

DODWELL, CARLILL & Co., Agents.

Hongkong, March 6, 1895. 469

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, LONDON, HAVRE AND BORDEAUX.

ALSO

PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 20th March, 1895, at Noon, the Company's S.S. *SAGHALIEN*, Commandant ORVALIER, with MAELS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 19th March, 1895. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply to the Company's Office.

C. TOURNAIRE, Acting Agent.

Hongkong, March 6, 1895. 473

## SHIPPING.

## ARRIVALS.

March 5:—

*Monmair*, British steamer, 2,000, Hugh Craig, Sydney February 10, and Fort Darwin 23, General.—Glas, LIVINGSTON & Co.

*Pallas*, British steamer, 2,102, E. Murray, Kaituma February 24, Coal.—Mitsui Bussan Kaisha.

March 6:—

*Macduff*, British steamer, 1,881, W. S. Thomson, Clyde via Liverpool January 19, and Singapore February 27, General.—DODWELL, CARLILL & Co.

*Manila*, American cruiser, 1,300, E. S. Houston, Singapore February 23.

*Alexander*, German man-of-war, 2,300, Capt. Zue Schmidt, Nagasaki March 2.

*Freja*, Danish steamer, 397, C. L. Strand, Pakhoi March 2, and Hongkong 5, General.—ARNOLD, KAMMUS & Co.

*Manila*, British steamer, 2,712, J. R. London, Bombay and Singapore February 28, General.—P. & O. B. N. Co.

DEPARTURES.

March 6:—

*Ernest Simons*, for Europe, &c. Continental, for Amoy.

*Rio*, for Saigon.

*Spindrift*, for Shanghai.

*Longkong*, for Hongkong.

*Bornida*, for Singapore and Bombay.

*Choyang*, for Canton.

CLEARED.

*Royle*, for Kobo.

*Hertha*, for Singapore and Hamburg.

*Risada*, for Saigon.

*Heilun*, for Canton.

*Telma*, for Saigon.

*City of Rio de Janeiro*, for Macao, &c.

PASSENGERS.

Per *Monmair*, from Sydney, &c., Mr. G. Van de Velde, and 70 Chinese, for Hongkong; for Kobo, Messrs. G. L. Gow and W. Griffiths.

Per *Macduff*, from Singapore, 200 Chinese.

Per *Freja*, from Pakhoi, &c., Bishop Burdon, Mr. A. Schomburgk, and 69 Chinese.

Per *Manila*, from Singapore, 400 Chinese.

DEPARTED.

Per *Rio*, for Saigon, 200 Chinese.

Per *Ernest Simons*, from Hongkong: for Saigon, 3 Japanese, 3 Chinese, and 15 Chinese; for Singapore, Mr. de Neauville, Mr. and Mrs. A. Smith, and 1 Chinese; for Marseilles, Hon. E. J. Akeroyd, and Mrs. Akeroyd, Mr. and Mrs. G. de Champeaux, Mr. and Mrs. G. Horwood, Miss Andrews, and Mr. J. Tanist.

From Shanghai, for Saigon, Messrs. Y. G. Clark, Mr. A. J. Meade, Messrs. Robert Monies, William Monies, and Mrs. Dubuff's amah.

From Yokohama: for Singapore, Capt. Forrest, Mr. and Mrs. Inouye Nobukuchi; for Marseilles, Mr. J. F. Allen, Mr. and Mrs. Dubuff and child, Messrs. H. Mathieu, J. Darblu, Jean F. Carrasco, Pedro Rodriguez, J. A. Meade, Messrs. Robert Monies, and Thomas Leigh.

From Kobo: for Saigon, Mr. Landry and child; for Singapore, Mr. J. Arratoon, from Nagasaki; for Saigon, Messrs. Cristofari, Lebaron, Thomas and Le Port.

Per *Hongkong*, for Hongkong, 50 Chinese.



WEDNESDAY, MARCH 6, 1896.

## THE NEW BALMORALS.

The General Manager of the New Balmoral Gold Mining Company, Ltd., has received advice dated 7th February, per Memur.

The pressure of work during the preceding month had not allowed the mining manager time to devote his attention to all points, but he gave his best energies to the most important of them, viz., Balmoral, Queen, and Balmoral, in order that sufficient stone might be obtained as cheaply as possible to keep the battery in constant work. This was expected to result very shortly after the Balmoral mine had been cleared of water.

**Balmoral.**—A considerable amount of surface work has been done with a view to getting the mine into proper working order in the shortest time. The mine was being cut down, supplies of good gold-bearing stone being met with in this and other workings. The mine was looking very promising for the day, and at any time a rich vein might be struck. The formation of the gold deposit remains still very patchy, and rich stone is occasionally met with, but in small quantities.

**Queen.**—The reef is now somewhat larger, and the bulk of the stone next crushed will be got from this mine. The reef is not on the ground, and the poppet-heads will not be taken in hand.

**Grant.**—The upper level is now being worked from the Queen shaft the drive from which has been continued through the boundary. Fair stone has been obtained.

**Eureka.**—Here work has now been pushed forward, poppet-heads are now erected, winding engine has been set in position, and the boiler is ready for fitting up steam as soon as the connections are made. In a few days the pump would be in position, and the mine was expected to be in working condition in about a week.

**Battery.**—Several alterations and alterations to the battery were brought to light by the first crushing had to be effected, but these have been properly carried out.

## HONGKONG ROPE MANUFACTURING COMPANY, LIMITED.

The following is the Report for presentation to the Shareholders of this Company at the Eleventh Ordinary General Meeting, to be held at the Office of the General Managers on Saturday, 23rd March:—

Annexed we have the pleasure to lay before shareholders the usual annual statement of accounts made up to the 31st December 1895.

The gross profit, including the balance brought forward from last year, is £10,102 12s 6d, and after deducting £10,000 for Depreciation of Plant and Machinery, there remains £102 12s 6d which it is proposed to appropriate as follows:—

To place to Reserve Fund ..... £ 5,000 00  
To pay a dividend of 18 per cent. 27,000 00  
To carry forward to next year's account ..... 1,102 12s 6d

Owing to the heavy demand for the Company's rope created by the war in the North the factory was for the first time in its existence kept steadily going throughout the year, with the exception of a few days in the summer when work was stopped by the Plague. The usual clean-up took place at the end of the year, when machinery and plant were thoroughly overhauled and put in first-class order and condition.

**Consulting Committee.**—In accordance with the Articles of Association, Messrs. Gillies, Messrs. Lewis and Messrs. White offer themselves for re-election.

**Authors.**—The accounts have been audited by Messrs. F. Henderson and T. I. Rose (acting for Mr. Arnold). Messrs. Henderson and Arnold are recommended for re-election.

**SHAW & CO., General Managers.**  
Hongkong, 25th February 1896.

## REUTERS' TELEGRAMS.

(SUPPLIED TO THE 'CHINA MAIL')

LONDON, March 6, 1896.

## THE CHINA-JAPAN WAR.

The Chinese war-ships captured by the Japanese have arrived at Yokohama.

The Japanese have abandoned Shantung and Wei-hai-wei after destroying the forts.

The Third and Fifth Japanese Divisions have effected a junction near Liau Yang, a city about 50 miles South of Mukden.

## THE BRITISH AUSTRALIAN CRICKET MATCH.

The Australians, in their second innings in the final test match, are all out for 237 runs.

## THE INFLUENZA EPIDEMIO.

The Right Hon. H. H. Fowler, Secretary of State for India, and the Right Hon. H. Campbell-Bannerman, Secretary of State for War, are suffering from attacks of influenza.

The fourth test match has ended, says the Sydney Morning Herald, like the third, is a victory for the Australians. The result of the match is far more complete than was that of the first Sydney match, when also the issue of the conflict was decided by weather. On Friday, when play began, the English captain did not like the wicket well enough to send his men in to bat. That decision probably led his side the match, for England should have scored better than our men did, whose beginning was as bad as could be. Ground and weather being fair a score of 284 runs would not have troubled the English batsmen long; but on Saturday the wickets were not so good, and yesterday, though the day was fine, the rain reduced the game to a dreary procession of batmen from the pavilion and back again. In these circumstances the victory is not one to say much about, but at all events it equalizes matters. Each team won a win to cricket, one victory at Australia, England at Melbourne; each also derives one success from weather, the cricketer's fortune of war. For the final, then, to take place early next month at Melbourne, we meet on even terms, and cricketers, as well as all who admire the fair play of well-matched antagonists, are hoping that no accident will interfere with the issue of the game, so that the test side may win. If this hope is fulfilled the spectators of the final test match of the tour may expect to see a Home-coming contest, to borrow a phrase applied in the London newspapers to the first one. Australians need not view with misgiving the chances of the Australians, but they should not home-bias from one match to another, a weighty responsibility rests upon the selecting committee in choosing the final eleven.

## THE CHINA-JAPAN WAR.

ADVANCING WITH JAPANESE SKIRMISHERS.

CAVALRY BADLY WANTED.

A VILLAGE ON FIRE—VIVID PICTURE.

(From Our Special War Correspondent.)

Chiao-to-shu, Jan. 27.

We are now two days out from Yung-ching to Wei-hai-wei, and each day there have been slight skirmishes, without material results. The march goes on practically unaffected by the show of resistance which the retreating garrison of Yung-ching makes from time to time, and it is predicted (unofficially and with reservations) that the great battle will take place on the 29th. In this connection I remember how exactly true such predictions of the Japanese have previously turned out; for instance, as early as the 7th Nov. last it was said that Port Arthur would be attacked on the 21st, and there have been other such cases.

Yesterday the pioneers in front of the army prepared the way as far as Fu-li-tung, where General Sakuma was to be met. The route is not along regular roads, but in many places leaves the field foot-paths and strikes out across-country, for the sake of finding smoother ground for artillery and baggage train. The country is undulating and fertile, well-tilled everywhere except where mountain-sides become too precipitous. The fields are arranged in levelled terraces, rising tier by tier as in Japan, for the most part, but not invariably; and the work of the reconnoitering parties is to survey the land and mark the most convenient paths or new cuts—slips of rough timber, about three inches thick and a foot or two in length, with Japanese characters in ink, are driven into the ground at varying intervals to indicate the best course. Then follow the pick-and-shovel men, who roughly fill in most of the hollows that exceed half a yard; wherever possible, stones and brushwood are brought to facilitate the fording of streams by the sandalled Japanese; gullies or ridges too narrow for wheels to pass along are widened; and terraced fields, where necessary, are connected and made passable by cutting or filling in gradients step by step. From this it may be imagined that the nature of the country involves a tremendous amount of tedious work, all the more difficult in a severe winter, before an army can travel over it. There is one road to Wei-hai-wei from Yung-ching, a road where such work is hardly required at all; but that is on the north coast, where the Kumamoto force is going, in face of the Wei-hai-wei forts, whereas the main body of the army has to make its way round to the rear of the enemy's stronghold.

While the work of reconnoitering, surveying, and road-making is in progress, the Chinese force retreating from Yung-ching is only a short distance ahead, and its rear frequently stops to menace the advancing Japanese. Apparently the reason why the Chinese choose this path instead of the main road is that they are afraid of being outstripped on either flank and surrounded; usually they keep well to the south of the line of march, beyond our extreme left wing. They have with them still a battery of four field guns, having left a similar battery on the shore of Yung-ching Bay. They never stop for a pitched battle, but merely harass the scouts and pioneers, and then retire westward. When the division arrived at Fu-li-tung, General Sakuma was met by a courier with the information that the reconnoitering party ahead was in difficulties with the Chinese. He at once made the necessary dispositions to reinforce, and galloped forward to see the skirmish. The enemy had occupied a position about a village on very broken ground, at the foot of a hill called Sai-to-shu, overlooking the Japanese left flank, and had planted four guns on a spur of the hill. The pioneers of the Senda Division were picking their way across fields and selecting practicable footpaths in the usual manner, with scouts ahead, when the village, Ko-ka-shan, was reached. The scouts were fired on, and at once drew together on a wooded knoll, their supports hastened to join them, and a troop went back with the news. It was soon found that Ko-ka-shan was held by a large body—probably one regiment (600) out of the whole retreating force, and that the rest were evidently in the vicinity. The small Japanese reconnoitering party therefore had to fall back, until two or three battalions had come up, and a field battery. Half a dozen volleys of musketry, however, sufficed to show the Chinese that they had to deal with a superior force; and though they might have turned the physical features of the position to good account in checking and harassing the Japanese, it was not the place for 2000 men to beat off 10,000, nor were the Chinese disposed to try. They retired in good order before the increasing enemy, and got clear away before dawn. Here again was an instance of the glaring defect in the Japanese army—cavalry. Half a regiment of efficient cavalry could have annihilated this paltry Chinese force, or at any rate put an end to this galling business which hampered the advance so much; for the country is passable for cavalry, in general, and the Chinese are not soldiers of the sort that will fight in two or three hours when driven to the mountain heights. Once dispersed, Chinese troops always seem to two anxious to retire into private life for ever, and to come near the

enemy only as vendors of iron produce in good faith. The danger of dispersing them is probably clearing the way at any rate for the immediate future, the Japanese yesterday were only able to support their own outposts, and move the enemy a stage, to repeat the performance to-day, and as far as I can see to have the same thing all the way to Wei-hai-wei. In this particular campaign perhaps the matter is of little importance, for the Japanese appear to have their own way in any case; but none the less, cavalry would immensely improve the army. There is a sort of cavalry, but it is mounted practically all on ponies instead of horses, and rarely does anything of importance beyond scouting duty; it usually acts as a first line of supports to the outposts, but I at any rate have never seen it do anything much beyond that. At Tai-lien-wan, a strong force of cavalry could have cut off the Chinese retreat to Port Arthur, and about the future of the Chinese I am not sure. The two or three thousand Chinese made a reconnaissance in force three days before the battle, one regiment of European cavalry would have been sufficient, and the reduction of Port Arthur would have been materially simplified. On the other hand, I fear cavalry is not so much wanted; I suspect that now nothing of it. Another defect now noticeable is the lack of proper baggage animals. The artillery have pack-ponies for ammunition trains, but the number is insufficient and the standard very feeble. Large numbers of Chinese pack-ponies, donkeys, and mules have been picked up, but they are slow and poor; and coal and transport has to be used a great deal. No doubt the Japanese could do the best in the world, and possess many features of special excellence; but there is more mobility in a service of good horses, whatever be the nature of the country. Soldiers are not so much contented, whereas the food obtainable on the spot for men is abominable, and scanty at that. Yesterday and to-day the division has already begun to suffer a good deal of inconvenience on that account, for the stores are all behind. Pack horses would carry more than ponies or donkeys, and would keep together better instead of straggling for miles in the rear; and they would get over the ground much more quickly. At present, in spite of all difficulties, the army manages to keep a margin of 24 miles right forward with the division headquarters at the end of each day's march, averaging fifteen miles a day, with horses much more could certainly be done.

After the fight yesterday, General Sakuma returned to his quarters at Fu-li-tung, where he received us most cordially in a 10 ft. square hall adorned with the headquarters flag. He is a tall, square-built man, with a few grey hairs, a fine head, his manner is thoughtful and dignified, but very pleasant. He at once opened conversation on the subject of the day's proceedings and the future line of march, and willingly gave every explanation in his power. It is not every General who will do so much.

Shortly after we retired, he broke out in the village. Some accidental configurations are unfortunately an inevitable feature of all campaigns, more or less, in spite of all the precautions which are naturally taken for the sake of quartering the troops in safety. In this part of the world, where there are only huts and cottages in the hamlets for the troops to stay in, a few stragglers or bivouacs rather than under canvas on the snow-dusted hillsides—when there is practically no fuel except straw for the thousands of camp-fires that cannot possibly be dispensed with in this bitter cold weather—it is astonishing that excellence is even possible. None the less, a few stragglers or bivouacs rather than under canvas on the snow-dusted hillsides—when there is practically no fuel except straw for the thousands of camp-fires that cannot possibly be dispensed with in this bitter cold weather—it is astonishing that excellence is even possible.

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To-day a small detachment of cavalry and infantry left the line of march to go a little south-west, to make sure that the enemy driven off yesterday had entirely left the neighbourhood. For of course it would not do to leave over a handful of fighting men in the hills flanking the road, to come out at safe intervals and maintain a galling guerrilla warfare on our left, perhaps picking off stragglers or detaining troops to pursue them. It was soon found from the footprints in the snow corroborating the information willingly given by the villagers to our interpreters, that all the Chinese soldiers had cleared out towards Wei-hai-wei, and that a stand was laid near the village of Chiao-to-shu, less than a day's march from Fu-li-tung. Quite satisfied, General Sakuma ordered the reconnoitering party to return to the main body of his troops, and we had a five-mile ride over broken country before regaining it, a country with footpaths indeed, of a sort, but even then hidden in snow and not fit for their best horse-tracks. We had no pioneers preceding us over this part; the ploughed fields were covered with a foot of snow by now, and elsewhere two or three feet deep, with a thin surface crust of glacial ice caused by the noisome sun and the nightly frost. The ground had with boulders that could not be avoided, it was wonderful that no serious accident resulted from the frequent falls that occurred among our small party, not all of the horses had been rough shod for this kind of travel.

On nearing the village, it was discovered that the proposed fight had been postponed on account of indisposition of the principals, who had abandoned a splendid defensive position. The country was a broad valley, with gently sloping sides on which they could easily move into

good positions in the valley, all round the village itself, were found newly-cut rifle pits every hundred yards or so, and a few regular trenches for fifty or a hundred men each; while close to the village, on the swampy banks of a shallow winding stream fifty yards wide, and about the village a mile to the south in a shape of clumps of brushwood with tall reeds, where scores of small breastworks had been improvised from mud and straw and similar materials. The valley was about two miles wide from hill to hill, and if properly defended would have only been passed in force somewhat difficultly. The attack about here had been more costly than the defence; but apparently the Chinese thought after all their labours that they would do better a little further back. They therefore got away last night, and re-established themselves some three miles further back in a somewhat better position.

As I am sure you are rejoiced by this General, named Chiao-to-shu about noon, the sound of firing ahead reached us, and we pushed on with the officers of the staff. A skirmish was in full swing at the next village. Some five hundred Chinese troops were seen about the village, a great many on foot, on a low hill, capped by a cairn about twenty feet high, and out up as usual into terraced fields forming entrenchments of considerable value, the main force of infantry and artillery had been posted. The Japanese scouting parties, knowing the enemy had been in force, had cautiously kept close cover as much as possible; seeing banners about, they sent word back to their supports, and proceeded to draw the enemy. Meanwhile, as of course there was no knowing whether this was still only the original matter, Brigadier-General Yamaguchi, who led, was throwing out strong flanking parties and watching the centre closely. Soon Sakuma joined him, and it was found that there would be no need to show the strength of the Japanese; a battalion of infantry would be sufficient to deal with the Chinese, and the Chinese drew round the village and the hill beyond. The Chinese stood their ground well, and fired regular platoon volleys for half an hour or more, though apparently without effect; while the Japanese pressed forward step by step, until almost into the village, when at a word the broke and fled. The Chinese, however, were drawing back on the hill, and only a score or so were in the village itself when the charge was made; these fled inconspicuously, and the sight so demoralized their comrades on the outcropped hill that the whole force suddenly disappeared with a farweller volley as the Japanese pressed forward from the mountain on the summit, and along the skyline right and left for two or three hundred yards, a line of fire flashed out, and the fight was finished; when the victors reached the crest of the hill, not a Chinese man was to be seen. The dead, if any, had been carried away, and the whole force had got out of the snow-covered ground, and the Chinese were sent in pursuit, but did not come up with the enemy. Daylight was fading, and there was nothing to do but get back into camp here. The loss on our side was one man, killed by a stray shot half a mile from the front. The Red Cross Corps had as usual been among the first in the field, but has not as yet had anything to do.

## NEWS BY THE AUSTRALIAN MAIL.

THE FOURTEEN TEST MATCH.

The following are the full scores in this match:—

AUSTRALIA.

H. Trott, c. Brown, b. Peel ..... 45

B. Brown, b. Peel ..... 35

G. Brown, b. Peel ..... 10

G. Brown, b. Peel ..... 10

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Feb. 2.—News from West Africa states that a serious anti-rising has taken place in the Niger Territory against the authority of the Royal Niger Company. The settlement of Akassa has been looted by the rebels.

Feb. 5.—The rising of natives in the Niger Territory, West Africa, against the authority of the Royal Niger Company, has been quelled.

## ANNIVERSARY OF THE FRANCO-GERMAN WAR—BRIEFING DECORATED.

London, Jan. 28.—The Emperor William has issued a manifesto to the German army in connection with the anniversary of the Franco-German war. In the manifesto, which is couched in emotional terms, the Emperor orders the decoration of Berlin, and directs other appropriate observations to be carried out.

## SAD TALE OF THE SEA.

Brisbane, February 12.—The barque *Seabird*, bound from Newcastle to Singapore, was wrecked on the 26th January. The survivors, including the Captain's wife, arrived at Bundaberg after being 5 days in a boat. Three of the crew were washed overboard and drowned, and another had his leg broken.

## A JUDGE'S FEARFULNESS TOWARDS DEATH.

London, Jan. 26.—The Law Journal states that the Lord Chancellor, Lord Halsbury, has denied to replace Sir Roland Vaughan Williams, Judge of the Bankruptcy Court, by Sir Robert Romer, one of the judges of the Chancery Division, in dealing with applications for winding-up and other companies. The same journal says that this action is owing to the fear of death shown by Mr. Justice Vaughan Williams towards the directors of the old New Zealand Loan and Mercantile Agency Company, when the reconstruction proceedings were before the Court.

January 28.—The Times contains the proposal of the Lord Chancellor to remove Mr. Justice Vaughan Williams. I regard the proposal as scandalous.

January 28.—The Daily Chronicle says that the removal of Mr. Justice Vaughan Williams is the most serious scandal in the British administration of justice this century.

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## Mails.

## NORDDEUTSCHER LLOYD.

## NOTICE.

STEAM FOR:  
SINGAPORE, COLOMBO, ADEN,  
SUZUKI, PORT SAID,  
NAPLES, GENOA,  
ANTWERP, BREMEN & HAMBURG,  
PORTS IN THE LEVANT, BLACK  
SEA & BALTIC PORTS;  
also,  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON & SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL  
AT SOUTHAMPTON TO LAND PASSENGERS  
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills  
of Lading for the principal places in  
RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG.

—SUBJECT TO ALTERATION.  
Prinz Heinrich... [Friday] March 8.  
Bayern... [Monday] April 1.  
Freuen... [Monday] April 29.

ON FRIDAY, the 8th day of March,  
1895, at 9 a.m. the Company's S.S.  
PRINZ HEINRICH, Capt. ENGELHART,  
with MAILED, PASSENGERS, SPECIES,  
and CARGO, will leave this port as above,  
calling at NAPLES and GENOA.

Shipping Orders will be granted till  
noon, on Wednesday, the 6th March.  
Cargo and specie will be received on  
board until noon, on Thursday, the 7th  
March, and parcels will be received (at  
the Agency's Office) until noon, on Thurs-  
day, the 7th March. Contents of Packages  
are required. No Parcel Receipts will be  
signed at less than 2s, and Parcels should  
not exceed Two Feet Cubic in measure-  
ment.

The Steamer has splendid Accommodation  
and carries a Doctor and Stewards.  
Linen can be washed on board.  
For further Particulars, apply to  
MELOCHERS & Co.,  
Agents.

Hongkong, March 4, 1895. 302



## STEAM FOR

STRAITS, OCEAN, AUSTRALIA,  
INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON.  
Through Bills of Lading issued for BATA-  
VIA, PERSIAN GULF, CONTIN-  
ENTAL AND AMERICAN PORTS.

THE Steamship ROHILLA, Captain  
G. C. HENNING, R.N.R., carrying Her  
Majesty's Mail, will be despatched from  
this port for BOMBAY, on THURSDAY,  
the 14th March, at Noon, taking Pas-  
sengers and Cargo for the above Ports.  
This Steamer connects at Bombay with the  
ORIENTAL, which Vessel takes on her  
Cargo for LONDON, via SUEZ CANAL,  
leaving that port on the 6th APRIL,  
1895.

Silk and Valuable, all Cargo for France,  
and Tea for London (under arrangement)  
will be transhipped at Colombo into a  
steamer proceeding direct to Marseilles and  
London; other Cargo for London, &c., will  
be conveyed via Bombay.

Parcels will be received at this Office  
until 4 p.m. on the day before sailing. The  
contents and value of all packages are  
required.

Shippers are particularly requested to  
note the terms and conditions of the Com-  
pany's Bills of Lading.

For further Particulars, apply to  
ALF. WOOLLEY,  
Acting Superintendent.

P. & O. S. N. Co.'s Office,  
Hongkong, February 28, 1895. 418

NORTHERN PACIFIC STEAMSHIP  
AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION).

Sail... Tuesday March 19.  
Victoria... Tuesday April 23.  
Tacoma... Tuesday May 14.  
Sail... Tuesday June 4.

THE Steamship SIKH, Captain J.  
Bowyer, sailing at Noon, on  
TUESDAY, the 19th March, will proceed  
to VICTORIA, B.C., and TACOMA, via  
SHANGHAI, INLAND SEA, KOREA  
and YOKOHAMA.

Through Bills of Lading issued to Japan,  
Pacific Coast Ports, and to Canadian and  
United States Ports.

Consular Invoices of Goods for United  
States Ports should be in duplicate;  
and one copy must be forwarded by the  
steamer to the care of the Freight Agent  
Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with  
address marked in full by 5 p.m., on the  
day previous to sailing.

For further information as to Passage or  
Freight, apply to  
DODWELL, CARROLL & Co.,  
Agents.

Hongkong, March 1, 1895. 430

CHAS. J. GAUPP & Co.,  
Chronometer, Watch & Clock Makers,  
Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND  
METEOROLOGICAL  
INSTRUMENTS.

VICTORIAN'S CELEBRATED  
BINOCLULARS AND TELESCOPES,  
RATON'S LENSES AND OTHER OPTICIAN'S  
ADmirALTY AND ARMY OPTICIAN'S  
NAUTICAL BOOKS.

English Silver & Electro-Plated Ware,  
Chronometers, Watches, Clocks, Jewellery,  
Gold & Silver Jewellery,  
in great variety.  
DIAMONDS  
AND  
DIAMOND JEWELLERY.  
A Splendid Collection of the Latest London  
Patterns at very moderate prices. 442

## Mails.

## U. S. Mail Line.

PACIFIC MAIL STEAMSHIP  
COMPANY.VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
City of Rio de Janeiro  
(via Nagasaki, Kobe, Inland Sea,  
and Yokohama) ... THURSDAY, Mar. 7  
at daylight.

Pera (via Nagasaki,  
Kobe, Inland Sea,  
Yokohama and  
Honolulu) ... SATURDAY, Mar. 9,  
at noon.

City of Peking (via  
Nagasaki, Kobe,  
Inland Sea and  
Yokohama) ... WEDNESDAY, April 17,  
at noon.

THE U. S. Mail Steamship CITY OF  
RIO DE JANEIRO will be de-  
parted for SAN FRANCISCO, via  
NAGASAKI, KOREA, INLAND SEA  
and YOKOHAMA, TO-MORROW, 7th  
March, at Daylight, taking Passengers and  
Freight for Japan, the United States, and  
Europe.

Passengers of this line pass through the  
INLAND SEA OF JAPAN, and call at  
HONOLULU, and passengers are allowed  
to break their journey at any point en route.  
Through Passage Tickets granted to  
England, France, and Germany by all  
trans-Atlantic lines of Steamers, and to the  
principal cities of the United States and  
Canada. Rates may be obtained on applica-  
tion.

Passengers holding through ORDERS TO  
EUROPE have the choice of the Overland  
Rail route from San Francisco, including  
the SOUTHERN PACIFIC, CENTRAL  
PACIFIC, UNION PACIFIC, DENVER  
and RIO GRANDE, and NORTHERN  
PACIFIC RAILWAYS; also the CANA-  
DIAN PACIFIC RAILWAY on payment  
of \$10.00 Gold in addition to the regular  
tariff rates.

Passengers holding orders FOR OVER-  
LAND CITIES in the United States have,  
between San Francisco and Chicago, the  
choice of the SOUTHERN PACIFIC,  
CENTRAL PACIFIC, UNION PACIFIC,  
DENVER and RIO GRANDE and other  
direct connecting Railways, and from Chi-  
cago to destination, the choice of direct  
lines.

Particulars of the various routes can be  
had on application.  
Special rates (first class only) are granted  
to Missionaries, members of the Navy,  
Military, Diplomatic, and Civil Services,  
to European officials in service of China  
and Japan, and to Government officials and  
their families.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan  
Ports, to San Francisco, to Atlantic and  
Inland Cities of the United States, via  
Overland Railway, to Havana, Trinidad,  
and Demerara, and to ports in Mexico,  
Central and South America, by the Com-  
pany's and connecting Steamers.

Freight will be received on board until 4  
p.m. the day previous to sailing. Parcel  
Packages will be received at the office until  
5 p.m., same day; all Parcel Packages  
should be marked to address in full; value  
of same is required.

Consular Invoices to accompany Cargo  
destined to ports beyond San Francisco  
in the United States, should be sent to the  
Company's Office in Sealed Envelopes,  
addressed to the Collector of Customs at San  
Francisco.

For further information as to Passage  
and Freight, apply to the Agency of the  
Company, No. 7, Praya Central.

J. S. VAN BUREN,  
Agent.

Hongkong, March 6, 1895. 365

Occidental & Oriental Steam-  
Ship Company.

TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES, MEXICO, CENTRAL AND  
SOUTH AMERICA, AND EUROPE,  
VIA

THE OVERLAND RAILWAYS,  
AND  
ATLANTIC & OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
Coptic (via Nag-  
saki, Kobe, Inland  
Sea & Yokohama) ... TUESDAY, March 19,  
at noon.

Gallic (via Nagasaki,  
Kobe, Inland Sea,  
Yokohama and  
Honolulu) ... TUESDAY, April 9,  
at noon.

Belle (via Nagasaki,  
Kobe, Inland Sea  
and Yokohama) ... THURSDAY, May 9,  
at noon.

THE Steamship COPTIC will be  
despatched for SAN FRANCISCO,  
via NAGASAKI, KOREA, INLAND SEA  
and YOKOHAMA, on TUESDAY,  
the 19th March, at Noon, connection being  
made at Yokohama with Steamers from  
Shanghai.

Steamers of this line pass through the  
INLAND SEA OF JAPAN and call at  
HONOLULU, and passengers are allowed to  
break their journey at any point en route.

Through Passengers Tickets granted to  
England, France, and Germany by all trans-  
Atlantic lines of Steamers, and to the prin-  
cipal cities of the United States or Canada.

Rates and particulars of the various routes  
may be obtained upon application.

Special rates (first class only) are granted  
to Missionaries, members of the Navy,  
Military, Diplomatic, and Civil Services,  
to European officials in service of China  
and Japan, and to Government officials and  
their families.

Passengers who have paid full fare, re-  
embarking at San Francisco for China or  
Japan (or vice versa) within one year, will  
be allowed a discount of 10 per cent. This  
allowance does not apply to through fares  
from China and Japan to Europe.

All Parcel Packages should be marked to  
address in full, and same will be received  
at the Company's Office until 5 p.m. the  
day previous to sailing.

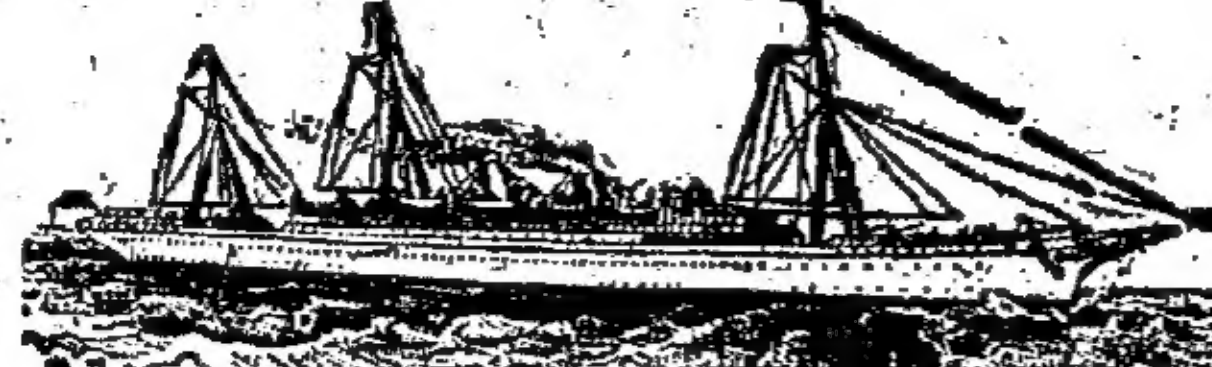
Consular Invoices to accompany Cargo  
destined to ports beyond San Francisco,  
in the United States, should be sent to the  
Company's Office, addressed to the Col-  
lector of Customs, San Francisco.

For further information as to Freight  
or Passage, apply to the Agency of the  
Company, No. 7, Praya Central.

J. S. VAN BUREN,  
Agent.

Hongkong, February 28, 1895. 418

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

1895.  1895.

SAFETY—SPEED—PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,  
VIA CANADA AND THE UNITED STATES.  
(Calling at SHANGHAI, NAGASAKI, KOREA, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.  
EMPRESS OF JAPAN... [Wednesday, 20th March].  
EMPRESS OF CHINA... [Wednesday, 10th April].  
EMPRESS OF INDIA... [Wednesday, 1st May].

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF  
JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.)  
in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-  
CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there  
daily, and across the Continent FROM THE PACIFIC TO THE ATLANTIC  
WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New  
York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and  
the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD.  
Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.  
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,  
Military, Diplomatic and Civil Services, and to European Officials in the Service of  
China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney  
Australia via Honolulu and Sydney to Hongkong via Brisbane and Torres Straits,  
Good for 9 months \$100.

The attractive features of this Company's route, embraces its PALATIAL  
STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS  
TRANSCONTINENTAL TRAINS (the Company having received the highest award  
for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT  
MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and  
operated by the Company, and their appointments and cuisine are unequalled.  
For further information, Maps, Guide Books, Rates of Passage, etc., apply to  
D. E. BROWN, General Agent,  
PRINCE STREET, 362

Hongkong, February 20, 1895.

## Intimations.

## INDIAN CONDIMENTS.

THE BEST QUALITY!!  
THE BEST QUALITY!!

CHUTNIES. Per dozen.  
Sliced Sweet Sliced, Lucknow,  
Col. Skinner's, Calcutta Club,  
Armenian, Major Grey's, United  
Service Club, Hind, Malda, Cash-  
mere, Pindare, Bengali Club, Col.  
Goad's, Cabool, Our Tasty, in quart  
bottles ... 12 8

JELLIES.  
Guava, Sarsel, Mango, Corunda, in  
bottles ... 12 8

JAMS.  
Pineapple, Tipparac, Mulberry, in  
bottles ... 12 8

PRESERVES.  
Spiced Mango, Pineapple, Embrie,  
Myrabolan, Tamarind, Citron,  
Mango, Keweenaw, Basil, Pabul,  
Limes, Orange, in bottles ... 12 8

MARMALADES.  
Citron, Mango, Basil, Orange, in  
bottles ... 12 8

CHEESE.  
Guava, Basil, 1 lb. tin, per dozen 10/-  
2 lb. tin ... 16 0

SYRUPS.  
Lemon, Orange, Tamarind, Black-  
berry, Basil, Pineapple, Rose, Al-  
mond, Pomegranate, in quart  
bottles ... 12 8

PICKLES.  
Onion, Cabbage, Bombay Mango,  
Lime, Bamboo, Red Cabbage,  
Sweet Mango, Mango, Mixed,  
Cauliflower, Sweet Cauliflower,  
bottles ... 12 8

SAUCES. Tomatoe,  
Volcanis, in pint bottles ... 10 0

CURRY POWDER & PASTE.  
Curry, Malabar, Madras, Mulliga-  
tany, in quart bottles, ... 12 8

LIME JUICE, &c.  
Pure Non-alcoholic Lime Juice, in  
bottles ... 9 8

Ground, Cayenne Pepper, White  
Pepper, Black Pepper, 4 lb. bottles 12 8  
Nepaul Pepper Ground, 4-pint bot-  
tles ... 11 0

INDIAN CURRIES.  
In 1 lb. Hermetically sealed tins—  
Beef, Mutton, Pork, Fowl, Fish,  
Crab, &c., per tin 6 Rs. 10 As. 7 0

TAMARIND FISH.  
Tamarind Fish, Tamarind  
Fish, 1 lb. tins, 22 0  
Fish Bones, real delicacies, 3 lb. jars 22 0  
Smoked Mango Fish with Root, 50  
in a tin, 3 Rs. 8 As., 100 in a tin, 6 0

The above Stores supplied at dozen rates  
even if a dozen of each kind is ordered at a  
time. Liberal discount to Clubs, Messes  
and the trade. Cases for 1 dozen, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907,